

ಕರ್ನಾಟಕ ವಿಧಾನ ಸಭೆ

KARNATAKA LEGISLATIVE ASSEMBLY

Wednesday, the 17th March 1976/ Phalguna 27, 1897 S.E.

The House met in the Assembly Chamber, Vidhana Soudha at One of the Clock.

[MADAM SPEAKER (Smt. K. S. NAGARATHNAMMA)—in the Chair]

STARRED QUESTIONS

(to which oral answers were given)

Revision of Fares by B. T. S.

105. SRI T. R. SHAMANNA (Fort).—Will the Minister for Transport and Turism be pleased to state:—

(a) the number of times city bus fares have been increased in Bangalore from 1972 and the rate of increase (yearwise) ;

(b) the total loss suffered by B.T.S yearwise from 1972-1975 ;

(c) the steps taken to provide facility to those people who have to travel in buses in Bangalore City ?

SRI M. MOHAMMED. ALI (Minister for Transport and Tourism) —

(a) City Fares have been increased thrice since 1972. Details of the increase are furnished in the Statement appended.

(b) The loss incurred by B. T. S. are as follows:—

(i) 1972-73	...	40.48 lakhs
(ii) 1973-74	...	75.54 „
(iii) 1974-75	...	74.32 „

(c) The K. S. R. T. C. has increased 96 Schedules from 1972 to 1975 besides increasing the number of trips by curtailing the terminal lay over time. Action is on hand by the Corporation to add 35 more vehicles to the fleet of B. T. S.

STATEMENT
FARE REVISION SINCE 1972.

Chargeable stages of 2 Km. Unit.	FARE							
	Prior to 1-1-1972		Revision from 1-1-1972		Revision from 13-1-1974		Revision from 1-12-1975	
	Adult	Child	Adult	Child	Adult	Child	Adult	Child
1	10	5	10	5	15	5	20	10
2	15	5	15	5	20	10	25	15
3	20	10	25	10	25	10	30	15
4	25	10	30	15	30	15	35	20
5	30	15	35	15	35	15	40	20
6	35	15	40	20	40	20	45	25
7	40	20	45	20	45	20	50	25
8	45	20	50	25	50	25	55	30
9	50	25	55	25	55	25	60	30
10	55	25	60	30	60	30	65	35
11	60	25	65	30	65	30	70	35

So far as reply to (c) is concerned, after sending the reply to the Legislature Secretariat we got a communication from the Government of India that they are going to give a loan of Rupees One crore for increasing the fleet of B. T. S. and thereby the total number of buses that are going to be added to the B. T. S. fleet will be 101 and not 35 as mentioned in the earlier reply.

SRI T. R. SHAMANNA.—In answer to (b) the loss incurred by B. T. S. during 1972-73 is Rs. 40.48 lakhs, during 1973-74 Rs. 75.54 lakhs and during 1974-75 Rs. 72.32 lakhs. As per the statement appended, the bus routes have been increased and the fares have been revised 4 times since 1972 and in some cases rates have been doubled. I would like to know from the Hon'ble Minister as to how there is heavy loss in spite of the constant increase in fares? I understand that about 32 per cent of the buses will be out of service. There is another allegation, viz., 'old parts and new bill'. By toning up the administration, is it not possible to see that the loss is minimised to a considerable extent?

† SRI M. MOHAMMED ALI.—I will state the losses that have been sustained by all metropolitan undertaking: Hyderabad Rs. 2,07,00,000 in 1974-75, Ahmedabad Rs. 1,10,00,000 Poona Rs. 16 lakhs, Madras Rs. 1,08,00,000 and Bombay Rs. 3,32,00,000 in 1974-75. Compared to this, the losses of our B. T. S. is much less. The increase in fare is only 32 per cent and not 100 per cent. The increase is from stage to stage. In 1972 for stage No. 7 the fare was 60 paise and the increase is only 10 paise, on an average the increase comes to only 32 per cent. If we take the average of 11 stages, the increase is 32 per cent as against the cost of operation that has been increased by 6 per cent. Therefore the fare increase is only 50 per cent of the increase of cost of operation which is on account of external reasons. So far as the replacement of old vehicles is concerned, the other day while replying to the Demands I have mentioned that they have an ambitious programme to replace the old vehicles which will naturally improve the service conditions and they will be able to provide better facilities to the travelling public and also reduce the cost of operation.

SRI T. R. SHAMANNA.—Regarding the steps taken to provide better facilities to the travelling public, it was stated that 101 additional buses will be deployed. In Calcutta they have a number of Mini buses which are allowed to be ran by the unemployed youths and they are working very satisfactorily. Will the Government examine this aspect and see that in peak hours mini buses are ran to provide better facilities to the travelling public?

SRI M. MOHAMMED ALI.—It has got to be examined. Of course, mini buses will be economical. On account of high cost of operation due to external reasons, operation of big buses has become uneconomical. That is a matter which has got to be examined. To meet the peak hour requirements, the number of trips have been increased. During 1962, the B. T. S. was operating 50,000 Km., and it has been increased by another 30,000 Km., i.e., 80,000 Kms. is being operated now.

SRI BAPU GOWDA.—In the City services, generally the loss is due to short routes. Even by adding more fleet, the losses will be more. May I know whether Government is contemplating to entrust the City services to the Corporation, and if not, whether the Government is going to ask the Corporation to subsidise the City service buses?

Asterisks indicated that remarks or speeches have not been revised by the member concerned.

SRI M. MOHAMMED ALI.—City service, not only in India, but all over the world is uneconomical. These losses have to be sustained by the Corporation and made good from some other divisions in the interest of the travelling public because the bulk of passengers who travel by these buses are factory employees, labourers and the student community to whom we have given thousands of passes at concessional rates.

SRI M. S. KRISHNAN.—Now that the revenue has been increased after taking over of the contract carriage and that the revenue is likely to increase further, will the Government please consider revision of the fare structure in a downward manner and cancel the recent increase?

SRI M. MOHAMMED ALI.—As compared to the cost of operation, the increase in fare is only 50 per cent. Therefore I do not think there is any valid reason to consider the revision of fares downwards. What is being considered is to provide better amenities and service to the travelling public as also replacement of old vehicles.

Muzrai Lands in Tumkur Districts

129. **SRI ANDANAIAH (Kunigal).**—Will the Minister for Revenue be pleased to state:—

- (a) since when the muzrai lands vest with the Government;
- (b) the number of applications received in Tumkur District for registration of occupancy right;
- (c) the number of applications disposed off?

SRI N. HUTCHAMASTHY GOWDA (Minister for Revenue).—

- (a) From 1-7-1970.
- (b) 8,501 claim applications have been received upto 1-1-1976.
- (c) 268, upto 1-1-1976.

ಶ್ರೀ ಅಂದಾನಯ್ಯ.—1-7-1970 ರಿಂದ 1-1-1976ರವರೆಗೆ 8,508 ಅನುಭೋಗದ ಅರ್ಜಿಗಳು ಬಂದಿವೆ ಎಂದು ಹೇಳಿದ್ದೀರಿ. ಇದರಲ್ಲಿ 268 ಅರ್ಜಿಗಳು ಇತ್ಯರ್ಥವಾಗಿವೆ ಎಂದು ಹೇಳಿದ್ದೀರಿ ಈಗಿರುವ ಸಿಬ್ಬಂದಿ ಕಡಿಮೆ ಇರುವುದರಿಂದ ಕೆಲಸಮಾಡುವುದಕ್ಕೆ ಆಗುವುದಿಲ್ಲ. ಇನ್ನೂ ಹೆಚ್ಚಿನ ಸಿಬ್ಬಂದಿ ಬೇಕಾಗುತ್ತದೆಂದು ಹೆಚ್ಚು ಕಮಿಷನರ್‌ರವರಿಂದ ಏನಾದರೂ ಬೇಡಿಕೆ ಬರುತ್ತದೆಯೇ?

†ಶ್ರೀ ಎನ್. ಹುಚ್ಚಮಾಸ್ತಿಗೌಡ.—ಬೇಡಿಕೆ ಬಂದಿರತಕ್ಕ ವಿಷಯ ನನ್ನ ಗಮನಕ್ಕೆ ಬಂದಿಲ್ಲ. ಹೆಚ್ಚು ಕಮಿಷನರ್‌ರವರು ಏನು ಕೇಳಿದ್ದಾರೆನ್ನುವುದನ್ನು ಕೂಡಲೇ ವಿಚಾರಿಸಿ ಕ್ರಮ ತೆಗೆದುಕೊಳ್ಳುತ್ತೇನೆ.

ಶ್ರೀ ಅಂದಾನಯ್ಯ.—8508 ಅರ್ಜಿಗಳ ಪೈಕಿ ಎಷ್ಟು ಜನ ಅರ್ಜಿಕರು ಹಾಕಿಕೊಂಡಿದ್ದಾರೆ. ಇದರಲ್ಲಿ ಇತರರು ಎಷ್ಟು ಜನ ಅರ್ಜಿ ಹಾಕಿಕೊಂಡಿದ್ದಾರೆ?